FREE SAMPLE

The opening pages of

1960 Harley-Davidson Panhead Buyer's Guide

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so you can judge the depth before you spend a dollar.

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IRONHEAD

1960 Harley-Davidson Panhead — Factory-Correct Restoration Guide

IronHead single-year guide · Model year 1960 only · Covers all 1960 Panhead Big Twins — the Duo-Glide: FL, FLF, FLH, FLHF · The 1959 Panhead and all later years are out of scope except where differences are noted

Factory-correct restoration guides for classic motorcycles

KEY FACTS AT A GLANCE

- **Model year covered:** 1960 only — the Duo-Glide: FL, FLF (foot shift), FLH, FLHF Super Sport.
- **Engine:** 74ci (73.66 cu in) 45-degree air-cooled OHV V-twin; 3-7/16 x 3-31/32 in bore x stroke; 7.25:1 compression (FL), 8.0:1 (FLH). Aluminum heads, hydraulic lifters, internal oil lines.
- **New for 1960:** two-piece aluminum headlight nacelle (the "tombstone" predecessor — the nacelle replaces the separate headlamp shell); Stellite-faced exhaust valves; rail-type oil-control rings; extra-heavy valve springs; revised clutch; new taillight.
- **Ignition:** 6-volt battery, breaker points; kick start only.
- **Transmission:** 4-speed constant-mesh; hand shift/foot clutch standard, foot shift/hand clutch optional.
- **Chassis:** Duo-Glide swingarm frame; Hydra-Glide telescopic fork inside the new nacelle; 8-inch front drum (mechanically operated); hydraulically actuated rear drum.
- **Wheels/tires:** Wire-spoked wheels; 5.00 x 16 fitment (standard Big Twin fitment; confirm against the factory service manual for the exact year).
- **Dimensions:** 61-inch wheelbase.
- **1960 colors:** Black, Skyline Blue, Police Silver, Police Birch White (the stated colors shown with Birch White tank panels); extra-cost Hi-Fi Red, Hi-Fi Green, Hi-Fi Blue.
- **Identification:** No frame VIN — the engine serial (left case, between the cylinders, e.g. 60FL1234) is the ownership number. Belly numbers on both crankcase halves must match each other.

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- **Production:** the compiled source lists 5,907 beside the FL Sport for 1960 without breaking out all suffix variants — treat as the source's listed figure, not a proven total (Harley-Davidson published no official year totals).
- **1960 price new:** $1,310 (FL); $1,375 (FLH).
- **Key 1960-only details:** the two-piece aluminum nacelle is the one-year front-end signature; the Stellite valves and rail-type oil rings are the year's internal upgrades.

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1. Manufacturer history: Harley-Davidson

Harley-Davidson was founded in Milwaukee, Wisconsin, in 1903 by William S. Harley and Arthur Davidson, with Walter and William A. Davidson joining the effort. The first factory went up in 1906; the first V-twin appeared in 1909. Through the 1910s and 1920s Harley built its name on V-twins and racing success; the 45-cubic-inch flathead models of the 1930s kept the company alive through the Depression, and the 1936 EL Knucklehead brought overhead valves to the Big Twin line.

By 1960 the Duo-Glide was two years into proving that rear suspension belonged on a Big Twin, and Milwaukee's engineers were working through the engine for durability: harder exhaust-valve faces, better oil control, heavier valve springs. The 1960 changes are almost invisible from the curb — except for the aluminum nacelle, which changed the whole face of the motorcycle.

The Panhead era that followed is the backbone of this brand: the 1965 Electra Glide added electric start and 12-volt electrics. The Panhead ran from 1948 through the 1965 model year, when the Shovelhead took over for 1966.

For the restorer, the authority is the factory literature: the Harley-Davidson Panhead service manuals and the year parts catalogs, backed by Bruce Palmer's *How to Restore Your Harley-Davidson*, Greg Field's *Original Harley-Davidson Panhead*, and the production research compiled by the Panhead & Flathead Site. This guide cites those sources throughout.

2. Model history: the Panhead Big Twin, 1948–1965

The 1948 Panhead kept the Knucklehead's proven crankcases, flywheels, and gear train and changed everything above the cylinders: finned aluminum heads with bronze valve seats and steel inserts, pushrod-operated hydraulic lifters, and redesigned rocker arms under pan-shaped covers. 1949 brought the Hydra-Glide telescopic fork, the 8-inch front drum, and the Brooks Stevens restyle; 1950 brought redesigned heads with enlarged ports; 1951 brought the two-piece cam, machined rocker sockets, and the Linkert M-74B; 1952 brought the foot-shift option, an all-high-compression lineup, and the end of the 61ci EL; 1953 relocated the hydraulic lifters below the pushrods and introduced the FLE Traffic Combination; 1954 was the Golden Anniversary year; 1955 introduced the FLH Super Sport; 1956 gave the FLH its "Victory" high-lift cam; 1957 was the last rigid year; 1958 introduced the Duo-Glide — swingarm rear suspension, step-down frame, horseshoe oil tank, hydraulic rear drum; 1959 refined it with the Arrow-Flite emblem and the neutral indicator.

1960 was the durability year: the two-piece aluminum headlight nacelle gave the Duo-Glide its new face, while Stellite-faced exhaust valves, rail-type oil-control rings, and extra-heavy valve springs hardened the engine's internals against the miles the Duo-Glide chassis was now encouraging.

The model letters work like this. **FL** = 74ci high-compression (7.25:1). **FLH** = Super Sport — 8.0:1 compression, strengthened bottom end, the performance model. **S** = sidecar gearing. **F** (not first letter) = foot shift. **B** (1965) = electric start.

Year	What changed
1948	First Panhead: aluminum heads, hydraulic lifters, internal oiling; wishbone frame; springer fork (one year only); chromed pan covers (one year only); E/EL and F/FL.
1949	Hydra-Glide telescopic fork replaces the springer; Brooks Stevens restyle; front brake grows 7.25 to 8 inches; Harley-Davidson makes its own breaker points.

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Year	What changed
1950	Redesigned heads with enlarged ports (about 10 percent more power); fixed-jet carburetor with revised jetting; remote oil filter; primary screws to 6/12 o'clock; die-cast fork sliders.
1951	Two-piece cam with ramps both sides; rocker arms machined with pushrod sockets; mid-year Linkert M-74B carburetor (stays through 1965); larger pinion shaft; script tank emblem.
1952	Foot-shift option (ELF/FLF); all Panheads high-compression; last year for the 61ci EL; rotating exhaust valves late-year; generator model 52.
1953	Lifters relocated below pushrods; FLE Traffic Combination introduced; 4-rib gearcase cover; 24-roller pinion shaft; revised generator; new muffler; 74-only lineup.
1954	Golden Anniversary brass medallion; tapered pinion shaft; Jubilee trumpet horn; first optional dual exhaust; winged fireball emblems; transitional frames.
1955	First FLH Super Sport — 8:1 compression, 60 hp @ 5,500 rpm, strengthened bottom end with Timken mains, larger oil pump, polished rocker covers; oval taillight; "V" emblem.
1956	FLH "Victory" high-lift cam and flow-through air cleaner (about 12 percent more power); redesigned right crankcase with new check-valve oiling path; new speedometer.
1957	Last rigid year: round Lucite tank emblem (first plastic emblem); plastic fender tip; polished aluminum rocker covers; steel-alloy valve guides from February 1; stronger springs from 57FLH4444.
1958	First Duo-Glide: swingarm rear suspension; step-down straight-leg frame; horseshoe oil tank; hydraulically actuated rear drum; thicker head fins; brush generator; O-ring intake seals.
1959	Arrow-Flite tank emblem; green neutral indicator on foot-shift dash; chrome front fender tip; black footboards; optional center stand; revised taillight lens.
1960	**Two-piece aluminum headlight nacelle; Stellite-faced exhaust valves; rail-type oil-control rings; extra-heavy valve springs; revised clutch; new taillight.**
1961	Dual-point single-fire ignition with individual condensers; rear-cylinder timing mark added mid-year; four-point-star tank emblem.
1962	"Tombstone" speedometer; three round indicator lights; brushed-aluminum trim pieces.

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Year	What changed
1963	External oil lines to the cylinder heads; wider rear brake hub and shoes; round turn-signal housings; fiberglass saddlebags; new bar-and-shield tank emblem.
1964	Breather hole in the primary housing; oil-pressure switch; hollow hex timer adjuster; last year of the Duo-Glide.
1965	Electra Glide: electric start, 12-volt electrics, new frame, aluminum primary cover, automatic spark advance; last year of the Panhead.

The company context matters when judging a bike. The postwar boom made the late 1940s Harley's biggest years yet; by the mid-1950s British imports were pressuring the sporting end of the market (answered by the 1952 K-model and the 1957 Sportster), while the Big Twin settled into its long career as America's touring motorcycle. The 1969 AMF takeover came after the Panhead era; no Panhead left Milwaukee under AMF ownership.

3. What is unique about the 1960 Panhead

The 1960 is the nacelle year — the two-piece aluminum headlight nacelle is the one-year front-end signature that separates it at a glance from the 1959 and the 1961. Underneath, the year's changes are all about engine durability: Stellite valves, rail-type oil rings, heavier springs. A correct 1960 restoration gets the face right and the internals right.

1960 details to get right:

- **Two-piece aluminum headlight nacelle** — one year only in this form; the

separate-shell 1959 look and the later nacelle details are both wrong on a 1960.

- **Stellite-faced exhaust valves** — the durability upgrade; verify the

valve faces on a rebuild, not just "new valves."

- **Rail-type oil-control rings** — the year's piston-ring specification.
- **Extra-heavy valve springs.**
- **Revised clutch; new taillight.**

What did NOT exist in 1960 (common mix-ups):

- No dual-point ignition (1961), no tombstone speedometer (1962), no 12-volt

system or electric start (1965).

1960 buyer cautions:

- **Nacelle originality.** The two-piece aluminum nacelle is reproduced and

often damaged — check fit, finish, and mounting against the factory parts catalog; a 1959 shell or a later nacelle on a 1960 is a common error.

- **Internal upgrades.** The Stellite valves and rail-type rings are

invisible in a assembled engine — which is why sellers claim them freely. A rebuild receipt naming the parts is worth more than a claim.

- **Production records.** The compiled source lists 5,907 beside the FL

Sport without breaking out the suffix variants — do not present that figure as a proven year total.

4. Technical restoration data — 1960 Harley-Davidson Panhead

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4.1 Frame and engine numbers (1960)

Pre-1970 Harleys carry no frame VIN — the engine number is the ownership number. It is stamped on the left crankcase between the cylinders, in the form year-digits + model letters + sequential number, for example:

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60FLH1234
60 = model year | FLH = model | 1234 = sequential number
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Foot-shift (F) and sidecar (S) suffixes may not appear in the stamped ownership serial even when the bike is a factory foot-shift or sidecar model. The frame carries only manufacturing stampings and casting numbers.

Belly numbers are stamped on the bottom of each crankcase half. They were stamped by the machinist to identify a matched pair of cases through line boring and final machining — the two halves must carry the SAME belly number, and the belly number has no direct relationship to the engine serial.

4.2 Engine specifications (1960)

Item	FL	FLH (Super Sport)
Configuration	45° air-cooled OHV V-twin; hydraulic lifters; aluminum heads	Same, strengthened bottom end
Displacement	73.66 cu in	73.66 cu in
Bore x stroke	3-7/16 x 3-31/32 in (87.3 x 100.8 mm)	Same
Compression ratio	7.25:1	8.0:1
Valves	Stellite-faced exhaust valves; extra-heavy valve springs	Same
Piston rings	Rail-type oil-control rings	Same
Carburetor	Linkert M-74B	Linkert M-74B
Ignition	6-volt battery, breaker points	Same
Starting	Kick starter only	Same
Clutch	Dry multi-plate, revised for 1960	Same
Lubrication	Dry sump; gear-driven oil pump; horseshoe oil tank	Same; larger pump; Timken mains

Note: no factory output figure is documented for 1960 in the surviving factory literature consulted — the 1955–1958 figures are not carried forward here, and period advertising claims vary. Do not quote an output number for a 1960.

4.3 Carburetion and electrical

- Linkert M-74B with O-ring intake seals — rebuild with correct settings,

not a generic kit

- 6-volt battery ignition with breaker points; brush generator with 2-unit

regulator; verify charging under load

- Kick starter only

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